

EXHIBIT C

1945 Navy Documents re: *USS Turner*

REPRODUCED AT THE NATIONAL ARCHIVES

OFFICE OF THE

SUPERVISOR OF SHIPBUILDING, U. S. NAVY

BATH, MAINE

REFER TO NO.
SupShip, Bath
DD834/S8(ME)
Serial 7366

AMB:hsl

9 June 1945

- To: President, Board of Inspection and Survey.
- Subj: USS TURNER (DD834) - Official Deck Trials and Inspection.
- Ref: (a) SupShip, N.Y. ltr. DD692Cl/S1-7(40092-M2) of 25 May 1945.
(b) Naval Inspectors Machinery Manual, 1939, Page 147.
(c) Pres. Bd. I. & S. ltr. FS/S8(1314-S) of 16 April 1942.
1. In accordance with references (b) and (c), this office certifies the following:
- (a) Certificate as to Completeness of Machinery.
It is reported that the machinery, including engines, boilers, appurtenances, and spare parts for the USS TURNER (DD834), is complete in accordance with the contract drawings, specifications and authorized changes therein, except as noted on the work list (cards) furnished the Board.
- (b) Certificate as to Condition of Machinery.
It is hereby reported that the machinery of the subject vessel including engines, boilers, appurtenances, and spare parts, is strong and well-built and in strict accordance with drawings, specifications, and duly authorized changes therein, except for those listed on the work list (cards) furnished the Board.
- (c) Certificate Regarding Calibration of Gauges.
It is certified that the gauges installed in the subject vessel have been calibrated and found to be within the limits prescribed in the specifications.
- (d) Certificate Regarding Setting of Safety Valves.
It is certified that the boiler safety valves of the subject vessel have been satisfactorily tested.
- (e) Certificate Regarding Tests and Adjustments of Relief and Regulating Valves, Governors, Overspeed Trips and Speed-limiting Devices.
It is reported that relief and regulating valves, governor and overspeed trips and speed limiting devices installed on the subject vessel have been tested and found to be in accordance with approved plans and specifications.

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SupShip, Bath
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- (f) Certificate Regarding Test of Refrigerating Plant.
It is hereby reported that the refrigerating plant installed in the subject vessel has been tested and found to be in accordance with specification requirements.
- (g) Certificate Regarding Tests of Main and Emergency Generators.
It is reported that the dock trial test of the 450 K.W. Generators and the 100 K.W. Diesel generators have been completed and found to be in accordance with specifications and plans.
- (h) Certificate Regarding Navigational Items.
It is reported that all items of Navigational materials furnished this plant for installation on the subject vessel have been installed and tested and found to be in accordance with specification requirements.
- (i) The Synopsis of Machinery and Hull Data, for the subject vessel, was forwarded to the Board of Inspection and Survey by reference (a).

R S Hitchcock

R. S. HITCHCOCK

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CC: BuShips (2 copies) w/l carbon-back ✓
POO, USS TURNER (DD834)

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF SHIPS
(Revised 5-1-41)
1940-577-21

(This is with blank back for blueprinting)

HULL DATA

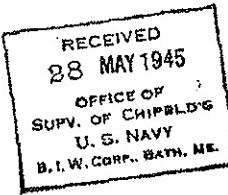
When and where built 1945: BATH IRON WORKS CORP., BATH, ME.
Material STEEL

Draft, designed	Forward 13 feet 16 inches	Mean 13 feet 16 inches
Aft	13 feet 16 inches	
Displacement on designed draft	3040 tons	Design block coefficient 0.5218
Displacement per inch on D. W. L.	28.08 tons	Design D. W. L. coefficient 0.7572
Length between perpendiculars	383 feet 0 inches	Design β coefficient 0.8175
Length over all	390 feet 6 inches	Capacity of
Length on D. W. L.	385 feet 0 inches	(cubic foot = one ton) 125.39 tons
Beam, extreme	41 feet 1½ inches	(cubic feet = one ton) 1.62 tons
Beam, on D. W. L.	40 feet 0 ¼ inches	Capacity of Diesel oil compartments (41.5 cubic feet = one ton) 1.71 tons
Beam, molded	40 feet 1 ½ inches	Capacity of engine room feed tanks, each (41.5 cubic feet = one ton) 1.71 tons
Area immersed @	438.5 sq. ft.	Capacity of reserve feed water compartments (41.5 cubic feet = one ton) 1.71 tons
At designed draft	Area, D. W. L. plane 11,890 sq. ft.	Hull Model No.
	Wetted surface 18,720 sq. ft.	Capacity of Fresh Water Tanks (25 cu. ft./ton) 67.28 tons

a. MAXIMUM BEAM ON D.W.L.

MACHINERY DIAGRAM

Showing location of main propelling machinery with steam pipe connections, main condensers, boilers, generators, pumps, and other auxiliaries. (When engine rooms are arranged starboard and port and are similar, starboard engine room will suffice.) See the following sheet(s).



PROPELLER DATA

Number 2	Type Solid	Material NAME, NY	No. of blades each 2	Rotation: Stbd. R.H. Port L.H.
Propellers on vessel at time of trial,		BuShips Dr. No. 02692-34406-1	BuShips Serial No.: Stbd. 0127/Port 0127	
Design S. H. P., total 60,000				
Design r. p. m. 250		Pitch, measured or as set 12 ft. 7 in.	Area, disc 117.86 sq. ft.	
Design speed, knots		Ratio pitch to diameter (as set) 1.027	Proj. A 0.582	
Diameter 12 ft. 5 in.		Area, projected 62.46 sq. ft.	Disc A	
Pitch, designed 12 ft. 7 in.		Area, developed 63.49 sq. ft.	Mean width ratio 0.460	
Pitch, adjustable from		Height of lower tip of blade above belt keel 55 inches	Blade thickness fraction 0.040	
to		Minimum tip clearance to hull 22 inches		

Immersion of center line of hub at design trial draft 11.529 feet. Minimum clearance, leading edge to strut inches.

Synopsis Sheet "B"

REPRODUCED AT THE NATIONAL ARCHIVES

**NAVY DEPARTMENT
BUREAU OF INVESTIGATION**

(www.bmfsfj.de/bmfsfj/basis/basis.html)

MAIN TURBINE DATA

Manufacturer GENERAL ELECTRIC CO.

Number of units

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H.P. per shaft 30,000

Total S. H. P. (ship) - 60,000

Entered by _____

U. S. S.—HHS-34

Stage or Exp. No.	MAIN BLADE DIAMETER (Inches) STEREOMETRICAL PITCH DIAMETERS				
	H.P.	L.P.	L.P.	Ordering	Actual diameter
1	1st ROW: 50.020 2nd ROW: 50.020		38.130	1st ROW 20.010 2nd ROW 20.010	1st ROW 34.900 2nd ROW 34.900
2	25.010		35.330	15.978	
3	25.110		36.700	16.052	
4	25.700		39.400	16.125	
5	25.920		40.400	16.213	
6	26.535		41.500	16.270	
7	26.725			16.383	
8	27.025			16.466	
9	27.355				
10	27.675				
11	28.055				
12	28.555	4			
13					
14					
15					
16					
17					
18					
19					
20					

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Eng. 77.—Revised June 1, 1947

(This is with blank back for blueprinting)

Manufacturer DE LAVAL		CRUISING- SINGLE REDUCTION. Type MAIN: DOUBLE REDUCTION.				CRUISING AT 100 R.P.M. OF PROP.		Checked by R. A. G. 3	
		MAIN AT 200 R.P.M. OF PROP.							
		H.P.	I.P.	E.P.	First reduction gear	Second reduction pinion	Second reduction gear		
R. p. m.	5680	4788	2219	2219	350	4857	7729		
Pitch diameter, inches	9.600	11.400	24.600	13.765	87.265	7.375	13.125		
Face width, inches	22.031	22.031	22.031	24.093	24.093	10.000	10.000		
Bearings	Number	2	2	6	8	2	2		
	Length, inches	5	5	5½	9	FWD. 16 AFT. 20	4		
	Diameter, inches	5½	5½	9½	9½	16½	5½		

SHAFTING AND BEARINGS.								
			SHAFT S.Y.D. PORT	STEER TUBE S.Y.D.	PROPELLER SHAFT			
Bearings	Number	G	—	2		2		
	Length, inches	16	—	FWD. 4G; AFT 5G	FWD. 3G; AFT G8			
	Diameter, inches	15½	—	17½	16			
Shaft	Length—feet . one of each length listed	24' 7 1/2" 25' 2 1/2" 25' 7 1/2" 26' 2 1/2"	4'-5"	42'-7"	52'-3 1/2"			
	Diameter, inches	15 1/4		16	16 1/2			
	Bore, inches	10 1/2		10 1/2	11 1/4			
	Material	"AN" FORGING		"AN" FORGING	"AN" FORGING			
	Type of covering			RUBBER COVERING	2 COATS EPOXY LEAD & MIL. PRESERVATIVE			

THRUST BEARINGS	H. P. TURBINE	I. P. TURBINE	CRUISING TURBINE	PROPELLER
Manufacturer	KINGSBURY	KINGSBURY	KINGSBURY	KINGSBURY
Thrust collar diameter, inches	2 1/8	2 1/8	6 1/8	28 1/4
Shoes, number, ahead	G	G	G	G
Shoes, number, astern	G	G	G	G

SHAFT CALIBRATION DATA								
SHAFT NUMBER	AHEAD				ASTERN			
	1	2	3	4	1	2	3	4
Length ¹ of shaft calibrated—feet, inches								
Foot-pounds for 1-inch torque on _____ inch radius								
Length of shaft which torsion meter records—feet, inch								
Torsion meter constants (mechanical)								
Transformer ratio								
Over-all constant								

¹ Does not include thickness of couplings.

670 6-9975

Synopsis Sheet "P"

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGRINING
N. Eng. 77.—Revised June 1, 1937

(See back for Marginalia)

BOILER DATA

Designed maximum combustion rates (full power):

1 EXPRESS TYPE, 2 DRUM, ARE INCASED.
Number and type DIVIDER SURFACE, SHALLOW UPTAKE, ST. PLATE.

Manufacturer **BABCOCK & WILCOX CO.**Pressure, designed **634** pounds

Lbs. of oil per sq. ft. total heating surface (EXCLUSIVE OF ECONOMIZER)

	Set. side	Super-heater side	Average
	1.32	2.50	1.65
	39.92	31.63	35.85
	17.88	14.75	16.38

Pressure, superheater outlet **365** pounds

Lbs. of oil per sq. ft. radiant heat absorbing surface

Pressure, test **951** pounds

Lbs. of oil per cu. ft. furnace volume

Temperature, superheater outlet **850** degrees F.

All pressures are gage pressures.

Boilers	VOLUME OF FURNACE	BOUNCE		SURFACE (Square feet)				
		Number of	Type of	Generating	Superheating	Economizer	Air preheating	Total
One boiler (A)	569	7	TODD MECH. ATOM.	4,617	1,025	3,806		9,548
All boilers (A)	2,276	28	TODD MECH. ATOM.	18,468	4,100	15,624		38,192
One boiler (B)								
All boilers (B)								
Total all boilers								

(A) and (B) refer to boilers of different sizes. If ship has but one size boiler, (B) is (A) only.

BOILER TUBES

	NUMBER (Each)	OUTER DIA.M. (In.)	THICKNESS (Mils.)	ENDS
Generating	127	2	134	
	1266	1	85	
Stud tube division wall	26	2	134	
Water cooled side wall	26	2	134	
Superheating	282	1	109	U-TUBES
Econogmizer	62	2	165	U-TUBES
Superheater Support	2	3/4	250	
Downcomer	19	4 1/2	280	
Draw support	4	3/4	250	

Kind of forced draft	OPEN FIRE ROOM	smoke pipes, height above furnace floor, feet	FWD 55' 6", AFT 53' 6" (arrow)
Area of smoke pipes	PER BOILER	1 18.1 square feet 2 18.1 square feet 3 18.1 square feet 4 18.1 square feet	Pounds oil burned per hour (full power) (each group) 1 515 2 515 3 516 4 516

1 Forward.
2 After.

O.P.O. 2-1937

Synopsis Sheet "Q"

Drawn by M.G.S.

U.S.S. DB834

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Engg. 77.—Revised June 1, 1937

(Print in ink with black ink for legibility)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	MAIN CONDENSATE PUMP			AUX. CONDENSATE PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	4	4	4	2		2
Location	TWO IN EACH ENGINE ROOM			ONE IN EACH ENGINE ROOM		
Type	CENTRIFUGAL	WORM GEAR	TURBINE	CENTRIFUGAL	DIRECT CONNECTED	MOTOR
Number of stages	2		1	2		
Manufacturer	DE LAVAL			DE LAVAL		
R. p. m. or d. s.	1150		3534	3500		
Capacity...G.P.M.	325			75		
Discharge pressure	56.6 PSI			62 PSI		
Designed submergence	12"			30"		
Designed suction conditions	13.6 PSI Suct. LIFT			13 PSI Suct. LIFT		
Vertical or horizontal	VERTICAL		HORIZONTAL	VERTICAL		VERTICAL
Gear ratio	1 TO 4 1/2		SPEED LIMITING			
Governor						
Protection			22.85	3.12		
Horsepower						4
Voltage						440
Current						20 CYCLE 3 PH. A.C.
Degree of motor enclosure						TOTALLY ENCLOSED

Name of unit	MAIN COND. CIRCULATING PUMP			AUX. COND. CIRCULATING PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	2	2	2	2		2
Location	ONE IN EACH ENGINE ROOM			ONE IN EACH ENGINE ROOM		
Type	PROPELLER	HELICAL GEAR	TURBINE	CENTRIFUGAL	DIRECT CONNECTED	TWO SPEED MOTOR
Number of stages	1		1	1		
Manufacturer	WARREN	WESTINGHOUSE	WESTINGHOUSE	BUFFALO		WESTINGHOUSE
R. p. m. or d. s.	840		4445	1150		1165/855
Capacity...A.P.M.	26,500			875		
Discharge pressure	125 PSI TOTAL HEAD			10 PSI		
Designed submergence	8" Suct. LIFT			4 FT.		
Designed suction conditions	8" Suct. LIFT					
Vertical or horizontal	VERTICAL		VERTICAL	HORIZONTAL		HORIZONTAL
Gear ratio	1 TO 4 1/2		SPEED LIMITING			
Governor						
Protection						
Horsepower	300		346	6.30		7.7/4.3
Voltage						440
Current						20 CYCLE 3 PH. A.C.
Degree of motor enclosure						TOTALLY ENCLOSED

* MOTOR R.P.M. IS GIVEN AT RATED FULL LOAD H.P.

Synopsis Sheet "H"
Sheet 1 of 2

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINES
N. Eng. 77--Revised June 1, 1927

(Print in ink with black ink or typewritten)

DATA OF PUMPS, FLOWERS, AND COMPRESSORS

Name of unit	MAIN FEED PUMP			MAIN FEED BOOSTER PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	4		4	4	4	4
Location	TWO IN EACH ENGINE ROOM			TWO IN EACH ENGINE ROOM		
Type	CENTRIFUGAL DIRECT CONNECTED		TURBINE	CENTRIFUGAL WORM GEAR	TURBINE	
Number of stages	2		1-2000 VEL.			1
Manufacturer	DE LAVAL		DE LAVAL			
R. p. m. or d. s.	5220		5220	1145		5534
Capacity, G.P.M.	425			455		
Discharge pressure	750 PSI			50 PSI		
Designed submergence				TYPE MIN. 12 FT. MAX.		
Designed suction conditions	25 PSI			15 PSI		
Vertical or horizontal	HORIZONTAL		HORIZONTAL	VERTICAL		HORIZONTAL
Gear ratio	CONSTANT PRESSURE		SPEED LIMITING			
Governor						
Protection			290			
Horsepower						14.93
Voltage						
Current						
Degree of motor enclosure						
Name of unit	AUX. FEED BOOSTER PUMP			MAIN FUEL OIL SERVICE PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	2		2	4	4	4
Location	ONE IN EACH ENGINE ROOM			TWO IN EACH FIRE ROOM.		
Type	CENTRIFUGAL DIRECT CONNECTED		MOTOR	POS. DIESEL ROTARY	WORM GEAR	TURBINE
Number of stages	1					1
Manufacturer	DE LAVAL		ELECTRO-DYNAMIC			
R. p. m. or d. s.	3500		3500	573		5014
Capacity, G.P.M.	25			30		
Discharge pressure	55 PSI			350 PSI		
Designed submergence	TYPE MIN. 12 FT. MAX.			195" HG		
Designed suction conditions	15 PSI			VERTICAL		HORIZONTAL
Vertical or horizontal	VERTICAL		VERTICAL			
Gear ratio				1 TO 8 1/4		
Governor				CONSTANT PRESSURE		
Protection						
Horsepower	1.94		2.76			14.4
Voltage			440			
Current				60 CYCLES 2PH. A.C.		
Degree of motor enclosure				TOTALLY IMMERSED		

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Synopsis Sheet "E"

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
Bureau of Engineering
N. Marq. 77.—Revised June 1, 1927

(FIGS to width before last for brevity sake)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	FUEL OIL BOOSTER PUMP			MAIN LUBRICATING OIL PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	2	2	2	4	4	4
Location	ONE IN EACH FIRE ROOM			TWO IN EACH ENGINE ROOM		
Type	POS. DISPL. ROTARY	WORM GEAR	TURBINE	POS. DISPL. ROTARY	WORM GEAR	TURBINE
Number of stages			1			1
Manufacturer		DE LAVAL			DE LAVAL	
R. p. m. or d. s.	355		5503	1085		5244
Capacity...G. B.M.	100			600		
Discharge pressure	100 PSI.			30 PSI.		
Designed submergence				10' NO SUCK		
Designed suction conditions	25' NO LIFT			NO LIFT		
Vertical or horizontal	VERTICAL		HORIZONTAL	VERTICAL		HORIZONTAL
Gear ratio	1 TO 15 $\frac{1}{2}$		SPHERICAL	1 TO 4 $\frac{1}{2}$		SPIRAL
Governor		LIMITING		CONSTANT PRESSURE		LIMITING
Protection						
Horsepower			11.0			21.1
Voltage						
Current						
Degree of motor enclosure						

Name of unit	6"-8"-12" FIRE & BILGE PUMP			2"-6 $\frac{1}{2}$ " x 16" EMERGENCY FEED PUMP		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	4		4	2		2
Location	ONE IN EACH FIRE & ENGINE ROOM.			ONE IN EACH ENGINE ROOM		
Type	SINGLE CYL. PNEUM. ACTING	DIRECT ACTING	DOUBLE CYL. PNEUM. ACTING	SINGLE CYL. PNEUM. ACTING	DIRECT ACTING	DOUBLE CYL. PNEUM. ACTING
Number of stages						
Manufacturer		WARREN			WARREN	
R. p. m. or d. s.	32			29.4		
Capacity	200			120		
Discharge pressure	100 PSI.			750 PSI.		
Designed submergence	FIRE LADDER NO. BILGE 25000 LFT			35 PSI.		
Designed suction conditions	VERTICAL		VERTICAL	VERTICAL		VERTICAL
Vertical or horizontal						
Gear ratio						
Governor						
Protection						
Horsepower						
Voltage						
Current						
Degree of motor enclosure						

Synopsis Sheet "B"
Sheet 5 of 9

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGRINNEERING
N. BING, TV - Received June 1, 1957

(Over in with India ink for identification)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	FIRE & FLUSHING PUMP			FRESH WATER PUMP			Checked by
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	
Number	2		2	2		2	
Location	ONE IN EACH ENGINE ROOM			ONE IN EACH ENGINE ROOM			
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	
Number of stages	1			1			
Manufacturer	BUFFALO		WESTINGHOUSE	WARREN			
R. p. m. or d. s.	3500		3535*	1750			
Capacity G.P.M.	250			GO			
Discharge pressure	100 PSI			35 PSI			
Designed submergence	4 FT			7 PSI SUCK LIFT			
Designed suction conditions				HORIZONTAL			
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL			
Gear ratio							
Governor							
Protection							
Horsepower	22.1		25	3.7			
Voltage			440				
Current		60 CYCLE 3 PH. A.C.	TOTALLY ENCLOSED		60 CYCLE 3 PH. A.C.		
Degree of motor enclosure					TOTALLY ENCLOSED		

Name of unit	DIESEL F.O. SERVICE PUMP			S.W. BOOSTER PUMP FOR EMER. DIESEL GEN.			B. S. S. DD834
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	
Number	1		1	1		1	
Location	STARBOARD SHAFT ALLEY			PORT SHAFT ALLEY			
Type	SEAF. ROTARY	DIRECT CONNECTED	MOTOR	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	
Number of stages							
Manufacturer	NORTHERN		GEN. ELEC.	WARREN			
R. p. m. or d. s.	1120		1120	1750			
Capacity G.P.M.	10			85			
Discharge pressure	25 PSI			356 PSI			
Designed submergence	15' HGT. SUCK			4 FT.			
Designed suction conditions	HORIZONTAL		HORIZONTAL	2.25 PSI			
Vertical or horizontal				HORIZONTAL			
Gear ratio							
Governor							
Protection							
Horsepower	0.6		0.75	0.9			
Voltage			440				
Current		60 CYCLE 3 PH. A.C.	TOTALLY ENCLOSED		60 CYCLE 3 PH. A.C.		
Degree of motor enclosure					TOTALLY ENCLOSED		

* MOTOR R.P.M. IS GIVEN AT RATED FULL LOAD H.P.

Synopsis Sheet "H"
Sheet 4 of 2.

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINES AND EQUIPMENT
M. REG. 77.—Service June 1, 1927

(P.M. to work with Act for Disposition)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	FIRE PUMP - LARGE			FIRE PUMP - SMALL		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	1		1	1		1
Location	REFRIGERATING ROOM			S.D. STORES - C12A.		
Type	CENTRIFUGAL DIRECT CONNECTED	MOTOR		CENTRIFUGAL DIRECT CONNECTED	MOTOR	
Number of stages	1			1		
Manufacturer	GARDNER DENVER	GEN. ELEC.		GARDNER DENVER	GEN. ELEC.	
R. p. m. or d. r.	3550	35G5*		3550	3550	
Capacity, G.P.M.	750			550		
Discharge pressure	150 PSI			150 PSI		
Designed submergence	4 FT. MIN.			4 FT. MIN.		
Designed suction conditions						
Vertical or horizontal	HORIZONTAL	HORIZONTAL	HORIZONTAL	HORIZONTAL	HORIZONTAL	
Gear ratio						
Governor						
Protection						
Horsepower	81.2	100	45.5	50		
Voltage		440				
Current		50 CYCLE 2PH. A.C. Drip Proof Enclosed				
Degree of motor enclosure						

Name of unit	EVAP. DENE. OVER. IN SCH. PUMP (11000 G.P.M. PLANT)			DIST. COMB. CO. TE. PUMP (12000 G.P.M. PLANT)		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	4		1	1		1
Location	FWD. ENGINE ROOM			FWD. ENGINE ROOM		
Type	CENTRIFUGAL DIRECT CONNECTED	MOTOR		CENTRIFUGAL DIRECT CONNECTED	MOTOR	
Number of stages	1			1		
Manufacturer	BUFFALO	WESTINGHOUSE		BUFFALO	WESTINGHOUSE	
R. p. m. or d. r.	3500	3510*		3500	3500	
Capacity, G.P.M.	35			20		
Discharge pressure	22 PSI			9.5 PSI		
Designed submergence	3 FT. MIN.			2.5 FT. OVER BUCK. LINE		
Designed suction conditions	26.5 IN. HGT.			12.7 PSI. LWT.		
Vertical or horizontal	HORIZONTAL	HORIZONTAL	HORIZONTAL	HORIZONTAL	HORIZONTAL	
Gear ratio						
Governor						
Protection						
Horsepower	6.41	2	0.495	0.75		
Voltage		440				
Current		50 CYCLE 2PH. A.C. TOTALLY ENCLOSED				
Degree of motor enclosure						

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NAVY DEPARTMENT
BUREAU OF ENGINES AND
MACHINERY
W. Eng. Tr.—Revised June 1, 1927

OPE to 100% load for 100% output

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	EVAP. FIRST EFFECT TUBE NEST DRAIN PUMP - 12,000 G.P.D. PLANT.			DIST. COND. CIRC. PUMP - 12,000 G.P.D. PLANT.			
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT		DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	1		1	1		1	1
Location	FWD.	ENGINE ROOM		FWD.	ENGINE ROOM		
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	
Number of stages	1			1			
Manufacturer	BUFFALO		WESTINGHOUSE	BUFFALO		WESTINGHOUSE	
R. p. m. or d. s.	3500		3810*	1750		1740*	
Capacity...G.P.M.	10			250			
Discharge pressure	327 R.S.I.			13 P.S.I.			
Designed submergence	3 FT. MIN.			4 FT.			
Designed suction conditions	7.4 F.S.L. ABS			HORIZONTAL		HORIZONTAL	
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL	
Gear ratio							
Governor							
Protection							
Horsepower	0.73		1.07	2.71		3.6	
Voltage			440			440	
Current			60 CYCLE 3PH. A.C.			60 CYCLE 3PH. A.C.	
Degree of motor enclosure			TOTALLY ENCLOSED			TOTALLY ENCLOSED	

Name of unit	DIST. COND. F.W. DISTRIBUTURING PUMP - 12,000 G.P.D. PLANT.			DIST. COND. CIRC. PUMP - 4000 G.P.D. PLANT.			
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT		DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	1		1	1		1	1
Location	FWD.	ENGINE ROOM		APT	ENGINE ROOM		
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	CENTRIFUGAL	DIRECT CONNECTED	MOTOR	
Number of stages	1			1			
Manufacturer	BUFFALO		WESTINGHOUSE	BUFFALO		DIEHL	
R. p. m. or d. s.	3500		3490	1750		1750	
Capacity...G.P.M.	25			100			
Discharge pressure	13 P.S.I.			15 P.S.I.			
Designed submergence	4 FT. MIN.			4 FT. MIN.			
Designed suction conditions	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL	
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL	
Gear ratio							
Governor							
Protection							
Horsepower	0.452		0.67	1.39		2	
Voltage			440			440	
Current			60 CYCLE 3PH. A.C.			60 CYCLE 3PH. A.C.	
Degree of motor enclosure			TOTALLY ENCLOSED			TOTALLY ENCLOSED	

* MOTOR RPM IS GIVEN AT RATED FULL LOAD H.P.

Synopsis Sheet "H"

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
Navy Dept., Wash., D.C.
Rev. Mar. 77. Revised June 1, 1957

(PNS is MILS Radio Link for Declassification)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	DIST. COND. COKE PUMP- 4000 G.P.D. PLANT.			DIST. COND. F.W. DISTRIBUTING PUMP- 4000 G.P.D. PLANT.		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	1	AFT CENTRIFUGAL	ENGINE ROOM DIRECT CONNECTED	1	AFT CENTRIFUGAL	ENGINE ROOM DIRECT CONNECTED
Location			MOTOR			MOTOR
Type	1			1		
Number of stages		BUFFALO	DIEHL	BUFFALO	DIEHL	
Manufacturer		3500	3500	3500	3500	
R. p. m. or d. s.		5		10		
Capacity - G.P.M.		12.8 P.S.I.		20 P.S.I.		
Discharge pressure		2.8 FT		4 FT.		
Designed submergence				1 P.S.I. HD.		
Designed suction conditions		15" HG VAC.				
Vertical or horizontal		VERTICAL	VERTICAL	HORIZONTAL	HORIZONTAL	
Gear ratio						
Governor						
Protection		0.563	0.875	0.645	0.625	
Horserpower			440		440	
Voltage			60 CYCLE		60 CYCLE	
Current			3 PH. A.C.		3 PH. A.C.	
Degree of motor enclosure			TOTALLY ENCLOSED		TOTALLY ENCLOSED	

Name of unit	EVAP. BRINE OVERBOARD DISCH. PUMP- 4000 G.P.D. PLANT.			EVAP. FIRST EFFECT TUBE NEST DRAIN PUMP- 4000 G.P.D. PLANT.		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	1	AFT CENTRIFUGAL	ENGINE ROOM DIRECT CONNECTED	1	AFT CENTRIFUGAL	ENGINE ROOM DIRECT CONNECTED
Location			MOTOR			MOTOR
Type	1			1		
Number of stages		BUFFALO	DIEHL	BUFFALO	DIEHL	
Manufacturer		3500	3500	3500	3500	
R. p. m. or d. s.		15		4		
Capacity - G.P.M.		23.3 P.S.I.		32.7 P.S.I.		
Discharge pressure		3 FT		5 FT.		
Designed submergence				15" HG VAC.		
Designed suction conditions		27" HG VAC		VERTICAL	VERTICAL	VERTICAL
Vertical or horizontal		VERTICAL	VERTICAL			
Gear ratio						
Governor						
Protection		1.035	1.5	0.933	1.5	
Horserpower			440		440	
Voltage			60 CYCLE		60 CYCLE	
Current			3 PH. A.C.		3 PH. A.C.	
Degree of motor enclosure			TOTALLY ENCLOSED		TOTALLY ENCLOSED	

- 676 -

Synopsis Sheet "H"
Sheet 7 of 9.

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NAVY DEPARTMENT
BUREAU OF ENGINES
M. Dwg. 72--Revised June 1, 1947

(Print in ink with black ink by hand or printed)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	VACUUM PUMP FOR EMERGENCY DIESEL GEN.			FORCED DRAFT BLOWER		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	1		1	2		2
Location	FWD. DIESEL GENERATOR ROOM			FOUR IN EACH FIRE ROOM.		
Type	TURBINE VACUUM	DIRECTLY CONNECTED	MOTOR	PROPELLER	STRAIGHT CONNECTED	TURBINE
Number of stages	1			1		
Manufacturer	NASH		GEN. ELEC.	WESTINGHOUSE		WESTINGHOUSE
R. p. m. or d. s.	3500		3450*	5075		5075
Capacity, G.P.M.	3			19.300		
total head				25.5' H ₂ O		
Designed submergence						
Designed suction conditions	10' NG VAC.					
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL
Gear ratio						
Governor						
Protection						
Horsepower	0.25		0.333			1.25
Voltage			440			
Current			60 CYCLE 3 PH. A.C.			
Degree of motor enclosure			TOT. ENCLOSED WATER PROOF			
Name of unit	LUBRICATING OIL PURIFIER PUMPS			DIESEL F.O. PURIFIER PUMPS		
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	2 INLET 2 OUTLET	2	2	1 INLET 1 OUTLET	1	1
Location	ONE IN EACH ENGINE ROOM.			STBD. SHAFT ALLEY		
Type	GEAR ROTARY	SPUR GEAR	MOTOR.	GEAR ROTARY	SPUR GEAR	MOTOR
Number of stages						
Manufacturer	DE LAVAL SEPARATOR CO.	GEN. ELEC.		DE LAVAL SEPARATOR CO.	GEN. ELEC.	
R. p. m. or d. s.	59G.5		1710	59G.5		1710
INLET 125			INLET 325			
OUTLET 325			OUTLET 450			
Capacity, G.P.M.	OUTLET 25 P.S.I.		OUTLET 25 P.S.I.			
Discharge pressure						
Designed submergence						
Designed suction conditions	INLET 10' NG.			INLET 10' NG.		
Vertical or horizontal	HORIZONTAL		HORIZONTAL	HORIZONTAL		HORIZONTAL
Gear ratio	1 TO 2 1/2			1 TO 2 1/2		
Governor						
Protection						
Horsepower			1.5			1.5
Voltage			440			
Current			60 CYCLE 3 PH. A.C.			
Degree of motor enclosure			TOTALLY ENCLOSED			TOTALLY ENCLOSED

* MOTOR R.P.M. IS GIVEN AT RATED FULL LOAD H.P.

Synopsis Sheet "H"
Sheet 8 of 9.

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. KING, 77--Revised June 1, 1967

(PBO to which table has been converted)

DATA OF PUMPS, BLOWERS, AND COMPRESSORS

Name of unit	6 ⁷ , 5 ⁷ , 7 ⁷ , 7 ⁷ , 4 ⁷ x 4 ⁷ H.P. AIR COMPRESSOR			5 ¹ , 3 ¹ , 4 ¹ L.P. AIR COMPRESSOR			Prepared by R.M.S.
	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	
Number	1	1	1	1		1	
Location	AFT	FIRE ROOM		AFT	ENGINE ROOM		
Type	DUPLEX WATER-COOLED	HELICAL GEAR	TURBINE	VEE AIR-COOLED	DIRECT CONNECTED	MOTOR	
Number of stages	4		1	2			
Manufacturer	WORTHINGTON	STURTEVANT	STURTEVANT	WORTHINGTON			GEN. ELEC.
R. p. m. or d. s.	585		5850	1100			1100
Capacity	20 C.F.M.			50 C.F.M.			
Discharge pressure	3000 P.S.I.			100 P.S.I.			
Designed submergence							
Designed suction conditions	ATMOS. PRESS.			ATMOS. PRESS.			
Vertical or horizontal	VERTICAL		HORIZONTAL	VERTICAL			HORIZONTAL
Gear ratio		1 TO 10					
Governor	SEE NOTE		SPEED REGULATING SWITCHED. ILLUM.	SEE NOTE			
Protection							
Horsepower			43	14		15	
Voltage							440
Current							GO CYCLE 3 PH. A.C. OPEN Drip Proof
Degree of motor enclosure							
Note: Compressors fitted with automatic stop & start and unloading device.							

GLAND LEAKOFF EXHAUSTER

Name of unit	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT	DRIVEN UNIT	REDUCTION UNIT	DRIVING UNIT
Number	2		2			
Location	ONE IN EACH ENGINE ROOM					
Type	CENTRIFUGAL	DIRECT CONNECTED	MOTOR			
Number of stages	1					
Manufacturer	STURTEVANT		DEIEHL			
R. p. m. or d. s.	3450		3500*			
Capacity	350 C.F.M.					
Discharge pressure or total head	724 H.G.					
Designed submergence						
Designed suction conditions						
Vertical or horizontal	VERTICAL		HORIZONTAL			
Gear ratio						
Governor						
Protection						
Horsepower	0.93		2			
Voltage				440		
Current				GO CYCLE 2 PH. A.C.		
Degree of motor enclosure				WATER-PROOF		

* MOTOR 1200 R.P.M. IS GIVEN AT RATED FULL LOAD H.P.

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NAVY DEPARTMENT
BUREAU OF INVESTIGATIONS
W. Wash. 77--Revised June 1, 1937

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CONDENSER DATA

Edited by M. G. S.

U.S.G. DD834

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NAVY DEPARTMENT
BUREAU OF ENGINEERING

(One in which funds have been disbursed)

AIR EJECTOR DATA

	Main Engines	Aux. Engines	
Number per condenser	1	1	
Number per ship	2	2	
Type and make	NAVY - TYPE A WORTHINGTON	NAVY - TYPE A WORTHINGTON	
Steam nozzles:			
First stage material	STAINLESS ST. GR.7	STAINLESS ST. GR.7	
Size, inches	0.147	0.076	
Second stage material	STAINLESS ST. GR.7	STAINLESS ST. GR.7	
Size, inches	0.1975	0.086	
Intercondenser surface tubes:			
Number	177	52	
Thickness, mils	49	49	
Outside diameter, inches	5/8	5/8	
Length, inches	38 1/4	38 1/4	
Length, effective inches	36	36	
Material	ADMIRALTY TYPE A	ADMIRALTY TYPE A	
Number of passes	3	5	
After condenser surface tubes:			
Number	86	24	
Thickness, mils	49	49	
Outside diameter, inches	5/8	5/8	
Length, inches	38 1/4	38 1/4	
Length, effective inches	36	36	
Material	ADMIRALTY TYPE A	ADMIRALTY TYPE A	
Number of passes	2	1	
Gland seal condenser surface tubes			
Number	130		
Thickness, mils	49		
Outside diameter, inches	5/8		
Length, inches	38 1/4		
Length, effective inches	36		
Material	ADMIRALTY TYPE A		
Number of passes	3		

Checked by M.L.S.

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BUREAU OF INVESTIGATION
M. D. 1937. 77.—Revised January 1, 1937

(PMS) for white bottle back for background)

MISCELLANEOUS HEAT EXCHANGER DATA

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U. S. G. - Dde 32

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Eng. Vt.—Revised June 1, 1927

(This is with India ink for blueprinting)

REFRIGERATING PLANTS

	Cold Storage Company Name	Air Conditioning			Process Water Cooling		Gandy's Service Projects		Checked by _____
		Central Station	Steering engine	Powder magazines	X-ray dark room	Photograph laboratory	Ice cream freezer	Beds incubator	
Manufacturer	CARRIER								
Refrigerant	R-12								
Number of complete units	2								
Capacity, each unit	2 Tons.								
Compressor:									
Speed, R.P.M.	514								
Number of cylinders	2								
Bore, inches	4 1/4								
Stroke, inches	3								
Piston displacement, cu. in.	35.116								
Type of drive	V BELTS								
Condenser:									
Surface, sq. ft.	29								
Water or air cooled	WATER								
Tubes:									
Number	32								
Diameter, in. & ft.	3/8								
Thickness, mils	49								
Material	COPPER								
Type	NICKEL								
Length, in. & ft.	STRAIGHT								
Motor:									
Horsepower	7 / 5.5								
Speed, R.P.M.	1680 / 850								
Voltage	440								
Current	50 CYCLE								
Evaporators:									
Surface									
Type of coils									
Piping: Material: REFRIGERANT	X 15 COPPER								
ICE MAKING COILS	STEEL COPPER								
CIRCULATING WATER	STEEL COPPER								
Valves: Material: REFRIGERANT	BRONZE VALVE								
CIRCULATING WATER	BRONZE VALVE								
Ice making boxes:									
Number	1								
Total capacity, lbs./hr. HENRY	200								

See 4-7045

Synopsis Sheet "I"

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U. S. S. DDS 34

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BUREAU OF ENGINEERING
N. Eng. Tt.—Revised June 1, 1927

(FPR No. 9100 with both ink for stamping)

EVAPORATING AND DISTILLING PLANTS

Manufacturer of plants GRISCOM-RUSSELL CO.

Number and type of plants ONE : L.P. DOUBLE EFFECT, SINGLE SHELL, SUBMERGED TUBE, TYPE.

Capacity of each plant:

Normal 12,000 GALLONS PER 24 HOURS

Clean tube 15,600 GALLONS PER 24 HOURS

Number and capacity of test tanks 2 TANKS : TOTAL CAPACITY: 120 GALLONS

Air ejectors:

Number per plant 2 - SINGLE STAGE, SINGLE JET.

Make C. H. WHEELER MFG. CO.

Steam consumption 140 LBS. PER HOUR AT 125 PS.I.

Air handling capacity 1000000 CUBIC FEET PER HOUR, FREE AIR PLUS ASSOCIATED VAPORS, AT 100°F. AND 14.7 INCHES HG ABS.

Type of feed regulation MANUAL

Checked by M.G.S.

U. S. S. DD834

HEAT EXCHANGER DATA FOR EACH PLANT

	Evaporators	Vapor feed heaters	Condensate coolers	Drain coolers	Air ejector condenser	Distiller condenser		
						Inner heater	Distiller section	
Number of units	2	1	1		1	1	1	
Heating surface, square feet	123	48.6	26.1		30	48	118	
Tubes:								
Number	181	66	40		47	54	133	
Diameter, inches	5/8	5/8	5/8		5/8	5/8	5/8	
Thickness, mils	65	49	49		49	49	49	
Material	ADMIRALTY COPPER NICKEL	COPPER NICKEL	NICKEL		COPPER NICKEL	COPPER NICKEL	COPPER NICKEL	
Type	STRAIGHT	STRAIGHT	STRAIGHT		STRAIGHT	STRAIGHT	STRAIGHT	
Effective length, inches	59 1/2	54 1/2	47 1/2		48	65 1/2	65 1/2	
Over-all length, inches	61 1/2	55 1/2	49 1/2		49 1/2	66 1/2	66 1/2	
Number of passes:								
Shell	1	1	2		1	1	2	
Tubes	2	6	4		3	3	2	
Tube sheets:								
Thickness, inches	FRONT 7/8 REAR 5/8 NAVAL REAR	FRONT 7/8 REAR 5/8 COPPER NICKEL	5/8 COPPER NICKEL		7/8 COPPER NICKEL	5/8 COPPER NICKEL	5/8 COPPER NICKEL	
Material	NAVAL	COPPER NICKEL	NICKEL					
Shell:								
Outside diameter, inches	71 1/2		7 1/2		8.643			
Thickness, inches	5/16		0.154		0.154			
Material	IRON METAL		8 D COPPER		S.D. COPPER			
Diameter over ribs, inches	77 1/2							

Synopsis Sheet "M"
Sheet 1 of 2.

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NAVY DEPARTMENT
BUREAU OF ENGINNERING
N. Eng. 77 - Revised June 1, 1967

(See 16 with Index tab for interpretation)

EVAPORATING AND DISTILLING PLANTS

Manufacturer of plants GRISCOM RUSSELL CO.

Number and type of plants ONE, L.P. DOUBLE EFFECT, SINGLE SHELL, SUBMERGED TUBE TYPE

Capacity of each plant:

Normal 1000 GALLONS P.P. 24 HOURS

Clean tube 5200 GALLONS P.P. 24 HOURS

Number and capacity of test tanks 2 TANKS TOTAL CAPACITY 100 GALLONS

Air ejectors:

Number per plant 2 SINGLE STAGE, SINGLE JET

Make C.H. WHEELER MFG. CO.

Steam consumption 10 LBS. PER HOUR AT 125 P.S.I.

Air handling capacity 11 LBS. PER HOUR FREE AIR PLUS ASSOCIATED VAPORS AT 100°F AND 14.7" HG. ABS.

Type of feed regulation MANUAL

Checked by M.G.S.
Entered by M.G.S.

U.S.S. DD834

HEAT EXCHANGER DATA FOR EACH PLANT

	Evaporators	Vapor feed heaters	Condenser coolers	Drain cooler	Air ejector condenser	Distiller condenser	
						Inner heater	Distiller section
Number of units	2	1	1		1	1	1
Heating surface, square feet	47	17.1	15.7		9.6	24.5	34.7
Tubes:							
Number	55	24	36		20	29	65
Diameter, INCHES	5/8	5/8	5/8		5/8	5/8	5/8
Thickness, MILS	65	49	49		49	49	40
Material	ADMIRALTY NICKEL NICKEL	COPPER COPPER	NICKEL NICKEL		COPPER NICKEL NICKEL	COPPER NICKEL NICKEL	
Type	STRAIGHT	STRAIGHT	STRAIGHT		STRAIGHT	STRAIGHT	STRAIGHT
Effective length, INCHES	56	52 3/4	31 1/2		36	62 3/4	62 3/4
Overall length, INCHES	57 1/2	54 1/2	32 1/2		57 1/2	64 1/2	64 1/2
Number of passes:							
Shell	1	1	2		1	1	2
Tubes	2	2	4		2	4	2
Tube sheets:							
Thickness, INCHES	FRONT 15/16	FRONT 15/16	7/8		3/4	3/4	3/4
Material	REAR 3/8	REAR 3/4	1/2		COPPER NICKEL NICKEL	COPPER NICKEL NICKEL	COPPER NICKEL NICKEL
Shell:							
Outside diameter, INCHES	45 3/4		7.393		6 1/8		
Thickness, INCHES	3/8		0.154		0.120		
Material	GIUN METAL		COPPER		16 D COPPER		

Synopsis Sheet "M"
Sheet 2 of 2.

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Eng. 77.—Revised June 1, 1937

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GENERATOR DATA

	500 K.V.A. TURBINE GENERATOR SET				Checked by
	A.C. Generator	GEAR Reduction	TURBINE Drive	D.C. Generator	
Number	2	2	2	2	
Location	ENG RM N°1 FRS 101	108	UPPER LEVEL PORT	ENG RM N°2 FRS 141	14A UPPER LEVEL STARBOARD
Manufacturer	GENERAL ELECTRIC CO.	WESTINGHOUSE MFG.			
Type					
Kv-a or kw	400 KW	—	—	50 KW	NOTE: THE SAME
Power factor	0.80	—	—	—	TURBINE IS USED FOR
Voltage	450	—	—	120	DRIVING BOTH THE
Current	645	—	—	417	A.C. & D.C. GENERATORS
Number of stages or expansions	—	—	NONE REQ'D	—	
Size extraction connection	—	—	525 ¹ / ₂ "	—	
Designed steam pressure	—	—	825°F	—	
Total temperature	—	—	—	—	
R. p. m.	1200	1200/10059	10059	1200	
Bore and stroke	—	—	—	—	
M. e. p.	—	—	—	—	
Gear ratio	—	1200/10059	—	—	
—	—	—	—	—	
—	—	—	—	—	

	100 KW EMERGENCY DIESEL GENERATOR SET				Entered by
	A.C. Generator	Reduction	DIESEL ENG. Drive	D.C. Generator	
Number	2	—	2	2	
Location	1. FWD EMERG. DIESEL GEN RM - 2ND PLAT. XTBDS 2. AFT EMERG. DIESEL GEN RM - 1ST PLAT. POET				
Manufacturer	GENERAL ELECTRIC	GENERAL MOTORS	GENERAL ELECTRIC		
Type	ATI-964Y	—	MORS-268A	BF-625-A	
Kv-a or kw	100 KW	—	—	3.0 KW	NOTE: THE SAME
Power factor	0.60	—	—	—	ENGINE IS USED FOR
Voltage	450	—	—	120	DRIVING BOTH THE
Current	215	—	—	25	A.C. GENERATOR &
Cylinders	—	—	3	—	D.C. EXCITER
Number of stages or expansions	—	—	—	—	
Size extraction connection	—	—	—	—	
Designed steam pressure	—	—	—	—	
Total temperature	—	—	—	—	
R. p. m.	1200	—	1200	1200	
Bore and stroke	—	—	6 ¹ / ₂ " x 7"	—	
M. e. p.	—	—	—	—	
Gear ratio	—	—	—	—	
—	—	—	—	—	
—	—	—	—	—	

Synopsis Sheet "N"

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Eng. 77.-Revised June 1, 1927

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MOTOR GENERATOR DATA

	Generator	GENERATOR Reduction	Motor	AMPLIDYNE Generator	Reduction	Motor
Number	1	1	1	1		1
Location		UNDERWATER SOUND RM.		UNDERWATER SOUND RM.		
Service		ECHO RANGING		ECHO RANGING		
Type						
Class						
Manufacturer						
Kv-a or kw output						
Horsepower			4.0			1.5
Voltage	600	1500	75	440		440
Current			120			3.0
Power factor				5.8		
Phase	D.C.	D.C.	3			5
R. p. m.	1750	1750	1750			1800
Cycles				60		60

Checked by

U. S. S. DB692 CLAS5

MOTOR GENERATOR DATA

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. EDITION - Revised June 1, 1937

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MOTOR GENERATOR DATA

	Generator	GENERATOR RADIATION	Motor	Generator	GENERATOR RADIATION	Motor
Number	1	1	1	1	1	
Location	EMERG.	RADIO ROOM		1ST PLAT. PASSAGE FRS. G-72-ST BD.		
Service		TAJ SERIES - RADIO TRANSM.		TBK SERIES - RADIO TRANSM.		
Type						
Class						
Manufacturer				1.5 KW	0.7 KW	
Kv-a or kw output				0.6 KW	0.125 KW	
Horsepower			4.0			4.5
Voltage	3000 1500	250 600	440	3000 1500	250 600	440
Current			5.5	0.50 0.40	0.40 0.15	6.0 0.80
Power factor	D.C.	D.C.	3	D.C.	D.C.	3
Phase	1750	1750	1750	1750	1750	1750
R. p. m.			60			60
Cycles						
	SEPARATELY EXCITED	SELF- EXCITED		SEPARATELY EXCITED	SELF- EXCITED	
Starting panel	Manufacturer			Manufacturer		
	Type			Type		
	Current			Current		
	Method of control			Method of control		

Entered by _____

U. S. S. DD632 CLASS

MOTOR GENERATOR DATA

	Generator	GENERATOR RADIATION	Motor	Generator	GENERATOR RADIATION	Motor
Number	1	1	1	1	1	1
Location	1ST PLAT. PASSAGE FRS. G-72-ST BD.			1ST PLAT. PASSAGE FRS. G-72-ST BD.		
Service	TBS SERIES - RADIO TRANSM.			TBL SERIES - RADIO TRANSM.		
Type						
Class						
Manufacturer				0.64 KW	1.4 KW	
Kv-a or kw output			1.0			3.5
Horsepower						
Voltage	875	300	440	250 1000	2000	440
Current						
Power factor	D.C.	D.C.	3	D.C.	D.C.	3
Phase						
R. p. m.			60			60
Cycles						
	SELF- EXCITED	SELF- EXCITED				
Starting panel	Manufacturer			Manufacturer		
	Type			Type		
	Current			Current		
	Method of control			Method of control		

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. ERG. 77.—Revised June 1, 1937

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MOTOR GENERATOR DATA

	Generator	Reduction	Motor	Generator	Reduction	Motor	Entered by
Number.....	1		1	2		2	
Location.....	INT.	COMM. ROOM		INT.	COMM. ROOM		
Service.....	INT.	COMM. SERVICE			GYRO STABILIZER		
Type.....	B224		K224				
Class.....		GENERAL ELECTRIC CO.					
Manufacturer.....		2.5 KW			140 V.A.		
Kv-a or kw output.....				5			0.25
Horsepower.....				440	70		115
Voltage.....	120				6.05	1.15	
Current.....	20.8				0.83	0.20	2.0
Power factor.....					3	3	0.48
Phase.....	D.C.						3
R. p. m.....	3415			3415	1750		1750
Cycles.....					60	146	60
	SELF			SEPARATELY			
	EXCITED			EXCITED			
Starting panel	Manufacturer	GENERAL ELECTRIC CO.	Type	ACROSS-LINE, MAGNETIC	Manufacturer		
	Current				Type		
	Method of control	SEMI-AUTO	Current		Method of control		

Checked by _____

U. S. S. DD692 CLASS

MOTOR GENERATOR DATA

	Generator	Generator	Motor	Reduction	Motor	
Number.....	2	2	2	2	1	1
Location.....	INT.	COMM. ROOM		INT.	COMM. ROOM	
Service.....		GYRO COMPASS			SHAFT REV. IND.	
Type.....						
Class.....						
Manufacturer.....				75 V.A.		
Kv-a or kw output.....						0.193
Horsepower.....						120
Voltage.....	60	120	24	115	115	
Current.....					0.65	1.2
Power factor.....					0.80	
Phase.....	3	D.C.	D.C.	3	1	D.C.
R. p. m.....	195				1800	1800
Cycles.....				60	60	
					ROTARY CONVERTER	
Starting panel	Manufacturer		Type		Manufacturer	
	Current				Type	
	Method of control				Current	
					Method of control	

Synopsis Sheet "O"

SHT. 3 OF 3

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Eng. 73,-- Revised June 1, 1937

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U. S. S. DD692 CLASS

SEARCHLIGHTS

	D.C.	D.C.	D.C.	G.E.A.C.	Blistered By
Manufacturer	SPERRY GYRO CO.	GENERAL ELECTRIC CO	GENERAL ELECTRIC CO	COFFIT'S LIGHTING CO	
Size	36"	36"	24"	12"	
Rating	150-190A; 75-95V-ARC	150-195A; 105-125V-ARC	75-80A; 65-70V-ARC		
Breker setting	2-1	2-1	2	-2-4	
Number	36-185	36-20			
Navy Type					
NOTE: EQUIPMENT FROM EITHER VENDOR MAY BE INSTALLED ON SAME VESSEL.					

TRANSFORMERS

	MAIN LTG - FWD	MAIN LTG - AFT	INT. COMM. & FIRE CONTROL	RADIOCENTRAL PWR
Manufacturer		WESTINGHOUSE ELECTRIC & MFG. CO.		
Voltage ratio	450/117	450/117	450/120	450/117
Rating	25KVA	25 KVA	25 KVA	1.5 KVA
Connections		DELTA	DELTA	
Number	3	3	3	3

STORAGE BATTERIES

	1	2	3	4
Service	MOTOR BOATS	DIESEL A.C. GEN. SET	SIGHT LTG & GUN FIRING	5" GUN DIRECTOR
Navy class	6V-SBMD-175 A.H.	FWD & AFT	5" GUN MTS. NO. 103	SIGHT LIGHTING
Number of trays	4	6	1	1
Assigned tray numbers				
Manufacturer		THE ELECTRIC STORAGE BATTERY CO.		
Date of initial charge				
Number of trays	Total	4	16	3
	Used	4	12	3
	Spares	—	⑧ 4	—
		⑧ INCLUDES		
		SPARES FOR		
		ITEMS NOS 1&2		

Synopsis Sheet "P"

SHT 1 OF 4

REPRODUCED AT THE NATIONAL ARCHIVES

NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. Eng. 77.—Revised June 1, 1837

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SEARCHLIGHTS

Manufacturer.....				
Size.....				
Rating.....				
Breaker setting.....				
.....				
.....				
.....				
.....				

Entered by _____

TRANSFORMERS

	EMERG. LTG - FWD	EMERG. LTG - AFT	STEERING POWER TRANSFER SWING	EMERG. RADIO POWER
Manufacturer.....		WESTINGHOUSE	ELEC. & MFG. CO.	
Voltage ratio.....	450/117	450/117	450/120	450/117
Rating.....	5 KVA	5 KVA	10 KVA	0.75 KVA
Connections.....	DELTA - DELTA	DELTA - DELTA	SINGLE PHASE	SINGLE PHASE
Number.....	3	3	1	1
.....
.....
.....

U. S. S. DD692 CLASS

STORAGE BATTERIES

	5	6	7	8
Service.....	GYRO COMPASS 6V-SBM-100 A.H.	TORPEDO TUBE ENTR'Z SIGHT, LIGHTING 6V-SBM-50 A.H.	TORPEDO DIRECTOR (P.L.S) SIGHT (H.T.R.) 6V-SBM-50 A.H.	FLOOD LANTERNS 2V-SBP-25 A.H.
Navy class.....	Per Specific Number of trays. Approximate	4	1	1
Assigned tray numbers.....				
Manufacturer.....		THE ELECTRIC STORAGE BATTERY CO.		GOVT. FURNISHED
Date of initial charge.....				
Number of trays: Total	4	2	3	8
Used	4	2	2	8
Spares	—		⑥ 1	—
			⑥ INCLUDES SPARES FOR ITEMS NO'S G & E7	

INCLUDES
SPARES FOR
ITEMS N° 6 & 7

Synopsis Sheet "P"

SHT. 2 OF 4

REPRODUCED AT THE NATIONAL ARCHIVES

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BUREAU OF ENGINEERING
N. ENGR. ST. — Revised June 1, 1947

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SEARCHLIGHTS.

Manufacturer.....				
Size.....				
Rating.....				
Breaker setting.....				
.....				
.....				
.....				
.....				

Checked by _____

TRANSFORMERS

U.S.G. DB632 CLASS

STORAGE BATTERIES

Service.....				
Navy class.....				
Number of trays.....				
Assigned tray numbers.....				
Manufacturer.....				
Date of initial charge.....				
.....				
.....				
.....				
.....				

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NAVY DEPARTMENT
BUREAU OF ENGINEERING
N. KING, 77 - Received June 1, 1937

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SEARCHLIGHTS

Manufacturer				
Size				
Rating				
Breaker setting				

Checked by _____

TRANSFORMERS

	RADAR CIR. "SC-2"	RADAR CIR. "FD"	RADAR CIR. "SG"	40MM MACH. GUN CONT.-ALT. SUPPLY
Manufacturer	GOV'T. FURNISHED			
Voltage ratio	440/115	440/115	440/115	440/120
Rating	2 KVA	3 KVA	5 KVA	3 KVA
Connections		SINGLE	PHASE	
Number	1	1	1	4

U. S. S. DD692 CLASSE

STORAGE BATTERIES

Service.....				
Navy class.....				
Number of trays.....				
Assigned tray numbers.....				
Manufacturer.....				
Date of initial charge.....				
.....				
.....				
.....				

Synopsis Sheet "P"

SAT. 4 OF 4

EXHIBIT D

1957 Navy Documents re: *USS Turner*

REPORT OF MATERIAL INSPECTION

OF

U.S.S. TURNER (DDR 834)

HELD

16 MAY 1957

CORPORAL DESTROYER SQUADRON FOURTEEN

ARRANGED BY CORPORAL DESTROYER DIVISION ONE HUNDRED FORTY TWO

AND U.S.S. KENNETH D. BAILEY (DDR 713)

AT

TARANTO, ITALY

III - GENERAL COMMENT

1. The U.S.S. TURNER (DDR 834) is a destroyer of the Gearing (692-711) class, 390 feet, 6 inches overall length, 40'10" beam, 3460 ton full load displacement, twin screw, 60,000 SHP, geared turbine drive. The vessel was built by the Bath Iron Works, Bath Maine, and was first commissioned 12 June 1945. The last docking was 12 September 1956 in the Philadelphia Naval Shipyard.

2. a. Chronological summary of activities of the vessel since last overhaul:

<u>MONTH AND YEAR</u>	<u>EMPLOYMENT AND AREA</u>
APR 55 - JUN 55	Shipyard Overhaul, Philadelphia, Pa.
JUN 55 - JUL 55	ISI and Updeep, Newport, Rhode Island
JUL 55 - AUG 55	Refresher Training, Guantanamo Bay, Cuba
SEP 55 - OCT 55	Type Training and Upkeep; restricted availability Boston Naval Shipyard for repair of Sonar Dome.
NOV 55 - FEB 56	Operations with U.S. SIXTH Fleet
MAR 56 - MAY 56	Type Training and Upkeep, Newport, Rhode Island
JUN 56 - JUL 56	Midshipman Cruise, Northern Europe and Caribbean Area.
AUG 56 - OCT 56	Type Training and Upkeep, Newport, Rhode Island
NOV 56 - DEC 56	Carrier Operations, Atlantic
DEC 56 - JAN 57	Type Training and Upkeep, Newport, Rhode Island
JAN 57 - MAY 57	Operations with U.S. SIXTH Fleet

b. Periods of inactivation, immobility or non-naval service:

Date last tender availability: 18 - 25 April 1957

Number of days vessel underway since last overhaul: 620

Number of days vessel not underway since last overhaul: 135

Turbine miles steamed since last shipyard overhaul: 87,627

c. prospective date of next regular overhaul: 19 September 1957 at Boston Naval Shipyard.

3. a. Date of last InSurv Inspection: 22 March 1955

b. Serious damage or derangement since last InSurv Inspection:

(1) The feed water was contaminated with oil on 7 August 1956

(2) Nine tubes were out in number one boiler on 28 April 1956

c. Status and Fleet assignment of vessel: Active - Atlantic Fleet (U.S. AF)

VI - MACHINERY INSTALLATION

1. GENERAL

GENERAL
COMMENT

a. The machinery and boilers of the USS TURNER were, in general, in satisfactory condition. Logs and records were well maintained and up to date. However, the Machinery Histor and CSMP were not up to date. The material condition and appearance of the engine-rooms and the firerooms was in an unsatisfactory state.

MAIN
ENGINES

b. The main engines consist of two 30,000 SHP, LP and HP turbines manufactured by the General Electric Co. Each HP and LP turbine is connected through a double reduction gear in a propeller shaft. In addition, there are two cruising turbines installed. These cruising turbines are forward and connected to the HP turbines through a single reduction gear. The latest DESLANT Machinery Inspection Report of December 1956 shows the turbines to be in good condition. Inspection of the latest bearing and thrust readings revealed no indication of an unsatisfactory condition of the turbines. All readings are within tolerance.

REDUCTION
GEARS

c. The main reduction gears consist of two (2) sets of Delav Co. double helical, double reduction gears. The DESLANT Machinery Inspection Report of December 1956 shows gear teeth of #1 main reduction gear to have slight pitting.

LUBRICATION

d. Results of the chemical analysis of the lubricating oil taken March 1957 by the USS EVERGLADES (AD 24) indicated oil to be in satisfactory condition for continued use.

SHAFTING AND
PROPELLORS

e. Vessel last drydocked 9 September 1955. Results of last underwater hull inspection taken 20 March 1957; 2¹/₂ of the port bilge keel and 10¹/₂ of the starboard bilge keel were off because of being rolled back. No. 2 spring bearing, starboard shaft stuffing box leaks oil evidently from fuel oil tank B-9¹/₂-F.

MAIN
CONDENSERS

f. The main condensers consist of two (2) single pass condensers manufactured by the Foster-Wheeler Corp. The condensers are in good condition.

CONDENSERS
AUXILIARY

g. There are two (2) double pass auxiliary condensers manufactured by the Worthington Corp. The auxiliary condensers are in satisfactory condition.

PUMPS

h. The various pumps were inspected and found to be in a satisfactory condition with the following exceptions:

(1) No. 1 and No. 2 Fire and Flushing pumps experiencing difficulty with bearings and wearing rings. The frames of both pumps were heavily corroded and rusted.

- RECOMMEND
- (a) SHIPALIT DD991D - Replacement of Fire and Flushing Pump be accomplished and foundations be replaced.
 - (2) No. 1 Evaporator Brine Pump foundations were heavily corroded and rusted.
- RECOMMEND
- (a) Replacement of pump foundation.
 - (a) No. 3 Main Feed Pump shaft sleeves heavily scored.
- RECOMMEND
- (a) Renewal of shaft sleeves.
- PIPING, VALVES AND FITTINGS
- i. The piping valves and fittings are, in general, in satisfactory condition. The piping in the bilges, including the HP and LP drains and the Bilge and Ballast System are in poor condition. Pipe hangers and braces in the bilges are corroded and rusted.
- RECOMMEND
- (1) Replacement of pipe hangers and braces. Replacement of HE drain system with heavier piping and replacement of septic LP drain and Bilge and Ballast System which have not been renewed by tenders.
- LAGGING
- j. Laggering in both firerooms and enginerooms is in unsatisfactory condition.
- RECOMMEND
- EVAPORATORS
- (1) Renewal of approximately 75% of lagging by Naval Shipyard.
 - k. There are two (2) Griscom Russel Co., low pressure units; one 4,000 GPD and one 12,000 GPD unit. No. 1 evaporator was inspect and found to be in good condition. There was no scale present
- RECOMMEND
- (1) Acid bath at the next shipyard availability.
- D. A. FEED TANKS
- l. There are two (2) deaerating feed tanks manufactured by the Elliot Co. No. 1 D.A. tank was inspected and found to be in fair condition. Slight trace of oil with approximately $\frac{1}{2}$ pound mud balls was found near the suction strainer. The oil deflectors in the main engines have been renewed since the last previous opening and cleaning of the No. 1 D.A. tank. No trace of oil found anywhere else in the feed water system, therefore, presume oil is carried over from the last time oil experienced in system
- BOILERS
- m. There are four (4) Babcock and Wilcox 3 drum, express type, divided furnace, single uptake, superheat controlled boilers installed operating at a pressure of 600 psi at 850F. There are two boilers in each fireroom. The steaming hours since last cleaning as of 24 March 1957:

BOILER	FIRESIDES	WATERSIDES
1	194.5	644.9
2	120.7	120.7
3	0.0	579.5
4	209.7	736.0

Inspection of No. 4 boiler revealed the following defects:

- (1) Excessive slag on deck both on saturated and superheat
- (2) Plastic front cracked on both sides.
- (3) Back walls and slopes spalling on both sides.
- (4) Studded tubes on both sides required patching with chrome.
- (5) Bailey feed water regulator inoperative. Does not hold water level and is not completely connected.
- (6) Drain holes plugged. Leakage of fuel oil from burners into air casing occurs.
- (7) Boiler requires better preservation underneath.
- (8) Superheater inspection plates and economizer not opened inspection.
- (9) All main steam hanger springs in poor state of preservation due to rusting.

RECOMMEND

- (a) Installation boiler compound injector tank both fire Complete restriking No. 4 boiler.

UPTAKES AND SMOKEPIPES

- n. The uptakes and smokepipes were in unsatisfactory condition due to heavy accumulation of dirt and dust. DESLANT Class Item DD111 - the installation of coaming around the forced draft intakes has been 50% completed.

RECOMMEND

- (1) SHIPALT DD1098 - modify air intake louvre for forward smoke stack be accomplished.

FORCED DRAFT BLOWERS

- o. There are eight Westinghouse electric turbine driven propeller forces draft blowers. The blowers, in general, are in good condition. The counterweight on the flaps on No. 6 blower not balanced and will not close the flaps.

RECOMMEND

- (1) SHIPALT 1047K - Modification to lube oil system be accomplished.

FUEL APPARATUS

- p. The fuel apparatus, in general, was in satisfactory condition.

REFRIGERATION UNIT

- q. There are two Carrier Model 7H5 freon 12, 2 ton capacity each refrigerating units. Units were found to be in a satisfactory condition. However, there was a scale on the condensers which the ship's force is unable to clean because of lack of equipment.

RECOMMEND

- (1) Shipyard clean scale from the condensers.

INSTRUMENTS MECHANICAL MEASURING

- r. The instruments were, in general, in satisfactory condition. Numerous gauges required calibration and several gauge glass were broken.

REPAIR EQUIPMENT LIFTING JACK

- s. Repair equipment and lifting jack appears to be adequate and in satisfactory condition.

STEAM
SMOTHERING
APPARATUS

- t. The boiler air casings and the bilges in front of the boile are equipped with steam smothering systems. They were not but were reported as being in satisfactory operating condit

SHIP'S
SERVICE
GENERATOR

- u. There are two General Electric Co. turbines connected to the ship's service 400 KW generator; each through a single redu gear. The ground test readings conducted were good. The w were very dirty and the slip ring brushes were frozen in th ers.

EMERGENCY
DIESEL
GENERATOR

- v. There are two General Motors Corporation 2 cycle, 3 cylinde 1200 rpm diesel engines directly connected to a 100 KW gene The generators were in good condition. Ground tests conduc were good.

REPAIR
SHOP

- w. There is one combination machine and electrical workshop co ing bench grinder, drill press and electrical test panel. equipment was in satisfactory condition.

DAMAGE
CONTROL

- x. The vessel was designed for split plant operation. The flex and usefulness of the piping system was satisfactory.

ENGINEER'S
OFFICE AND
TESTING
EQUIPMENT

- y. The Engineer's Office and the testing equipment are conside adequate.

AIR
COMPRESSORS

- z. There are two Worthington Corporation Air Compressors; one psi 20 cfm and one 100 psi, 50 cfm units. Both air compres were in good condition.

EXHIBIT E

Deposition of Plaintiff, John DeVries (Jan. 15, 2013, selected pages)

JOHN B. DeVRIES and : COURT OF COMMON PLEAS
ROBERTA G. DeVRIES, : PHILADELPHIA COUNTY

h/w :
Plaintiffs :

: DECEMBER TERM, 2012

vs. :
:

ALLEN-BRADLEY : NO. 3661
COMPANY, et al. :
Defendants : ASBESTOS CASE

TUESDAY, JANUARY 15, 2013

Videotaped Discovery

Deposition of JOHN B. DeVRIES, taken pursuant
to notice, held at the offices of Veritext
National Court Reporting Company, 1801 Market
Street, Suite 1800, Philadelphia, Pennsylvania
on the above date, beginning at or about 10:10
a.m., before Kathleen Woods Logue,
Professional Reporter and Notary Public there
being present.

VERITEXT NATIONAL COURT REPORTING COMPANY
MID-ATLANTIC REGION
1801 Market Street - Suite 1800
Philadelphia, Pennsylvania 19103

1 I N D E X

2 WITNESS EXAMINATION
3 JOHN B. DeVRIES
4 BY MR. STOKES 14
5 BY MS. SCHWEIZER 173, 224
6 BY MR. REICH 214, 225, 237, 250,
7 276, 286
8 BY MR. WEINBERG 226, 240
9 BY MS. GUSTAFSON 242, 254
10 BY MR. MASTROIANNI 257, 283

11

12

13

14

15 E X H I B I T S

16 - - -
17 NUMBER DESCRIPTION PAGE MARKED
18 DeVries 1 Complaint 60
19 DeVries 2 USS TURNER documents 60

20

21

22

23

24

25

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1 JOHN B. DeVRIES

2 MR. REICH: Good morning,
3 ladies and gentlemen. We're here for the
4 deposition of Mr. John DeVries. I wanted to
5 make the record clear that anybody who is here
6 today and participates is not in any way
7 waiving the requirement of proper service
8 which we will of course take care of.

9 We sent out by Record Trak
10 some documents, one of which was, by way of
11 product identification, the defendants that
12 were sued with Mr. DeVries' initials next to
13 the ones that he recognized on the TURNER.

14 I have some extras. Everybody
15 should have received copies. But if for some
16 reason there was like a last minute switch and
17 you got stuck coming here and didn't think you
18 were going to and didn't get the paperwork, I
19 have some extras. Also, in addition to that,
20 some documents from the National Archives with
21 regard to the ship that Mr. DeVries was on
22 which was the TURNER, USS TURNER which was
23 DD/DDR-834.

24 And, again, I have some, not a
25 lot of extra of those, which also were sent

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Page 40

1 JOHN B. DeVRIES
2 Q. Upon graduation from Cornell did you
3 then obtain a job?
4 A. No.
5 Q. What did you do after graduation?
6 A. The U.S. Navy had sent me to Cornell.
7 At the conclusion of my college I immediately
8 was commissioned an ensign and reported to the
9 USS TURNER.
10 Q. Do you recall the date when you enlisted
11 in the U.S. Navy?
12 A. Well, properly I entered the Navy before
13 going to Cornell as a midshipman at Cornell.
14 Q. When did you actively join the Navy?
15 A. June of 1957. Again, when I reported
16 aboard the USS TURNER.
17 Q. And when were you discharged from the
18 U.S. Navy?
19 A. June of 1960.
20 Q. Did you serve aboard any other ships or
21 at any other bases aside from the USS TURNER?
22 A. No.
23 Q. When you were discharged from the Navy
24 in 1960 did you then obtain a job?
25 A. Yes.

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Page 41

1 JOHN B. DeVRIES
2 Q. And where did you work then?
3 A. Rohm & Haas Company.
4 Q. Do you recall your first -- the date of
5 your first day at Rohm & Haas?
6 A. No.
7 Q. Would it have been June of 1960?
8 A. Yes.
9 Q. And for how long did you work at Rohm &
10 Haas?
11 A. Again, I've given the information to our
12 attorney.
13 Q. We have here a retirement date of
14 December 1, 1992. Does that sound correct?
15 A. It sounds probably.
16 Q. What was your position at Rohm & Haas?
17 A. Sales and marketing.
18 Q. And what types of products or services
19 were you selling and marketing?
20 A. Plastic materials and plastic additives.
21 Q. Was this a sales and marketing job where
22 you had to leave the DuPont -- or the Rohm &
23 Haas facility or did you always work within
24 the facility?
25 A. No. I traveled considerably.

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1 JOHN B. DeVRIES
2 operation of a ship or a Navy vessel?
3 A. Yes, in the sense of how you would
4 control the ship on the bridge.
5 Q. Did you receive any training regarding
6 any of the engine departments or engine rooms
7 of the ship at Cornell?
8 A. No.
9 Q. What was your position in the U.S. Navy
10 when you first boarded the USS TURNER?
11 A. Ensign.
12 Q. Can you describe to those of us and to
13 the jury what an ensign is?
14 A. Ensign is the lowest commissioned
15 officer in the Navy.
16 Q. And for how long did you serve as an
17 ensign aboard the USS TURNER?
18 A. I do not recollect when I was promoted
19 to lieutenant JG, but I was a JG for half, at
20 least half the time on the TURNER.
21 Q. And it's my understanding that you
22 served aboard the USS TURNER for approximately
23 three years; is that correct?
24 A. Three years.
25 Q. So would it be safe to say that you

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1 JOHN B. DeVRIES
2 spent approximately a year and a half being an
3 ensign?
4 A. I can't recollect when I was promoted to
5 JG.
6 Q. What are your duties as an ensign aboard
7 the USS TURNER?
8 A. I was sent to the TURNER as a surplus
9 officer in the engineering division, titled
10 main propulsion assistant.
11 Q. And as a surplus officer in the
12 engineering division what type of duties did
13 you perform?
14 A. The Engineering Department on the
15 destroyer has the engineer officer, the damage
16 control assistant. And since the Navy felt
17 that they needed more attention to the main
18 engineering spaces as main propulsion
19 assistant I was in the engineering spaces
20 almost continuously.
21 Q. Were you responsible for performing any
22 mechanical work in the Engineering
23 Departments?
24 A. I was responsible for overseeing that it
25 was done.

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1 JOHN B. DeVRIES

2 **Q.** Would it be safe to say that your duties
3 did not include actual hands-on work with the
4 mechanical equipment; is that correct?

5 A. Yes. That's correct.

6 **Q.** How many Engineering Departments were
7 there aboard the USS TURNER?

8 A. A destroyer like the TURNER has one
9 Engineering Department, but that --

10 MR. REICH: Hold on one
11 second. Were you saying compartment or
12 department?

13 MR. STOKES: Department.

14 MR. REICH: Okay. I'm sorry.

15 Go ahead.

16 THE WITNESS: But the ship has
17 two engine rooms and two fire rooms.

18 BY MR. STOKES:

19 **Q.** And as an ensign, were you assigned to
20 one particular engine room or one particular
21 fire room?

22 A. I was in all, all spaces.

23 **Q.** So you would have worked in both engine
24 rooms and both fire rooms?

25 A. Yes.

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1 JOHN B. DeVRIES

2 **Q.** Did you work in one particular engine
3 room or one particular fire room with more
4 frequency than the others?

5 A. Not really.

6 **Q.** When you became a lieutenant JG, did
7 your duties change?

8 A. The duties were not related to the rank.

9 **Q.** What were your duties as a lieutenant
10 JG?

11 A. By this time I think I was the engineer
12 officer, the department head.

13 **Q.** What work would you perform as an
14 engineer officer?

15 A. Supervising. I add very closely the
16 work of the seamen in the engine rooms and
17 fire rooms.

18 **Q.** Again, would it be safe to say that your
19 work as an engineer officer did not involve
20 personal mechanical work on any of the
21 equipment aboard the ship?

22 A. No.

23 **Q.** That would be safe to say?

24 A. It was not safe to say that.

25 **Q.** Okay. Did your work involve any

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1 JOHN B. DeVRIES
2 personal mechanical work on any of the
3 equipment aboard the ship as an engineer
4 officer?
5 A. I worked with our people.
6 Q. But was your work limited to
7 supervision?
8 A. It was supposed to be.
9 Q. Were there occasions when you actually
10 had to perform work yourself on the equipment?
11 A. I had to show people how to.
12 Q. Now, the USS TURNER, it's my
13 understanding that that ship was built in
14 1945. Are you aware of that?
15 A. At the Bath Iron Works.
16 Q. And at the time of construction that
17 would be the point in time when all the pipe
18 lines would be installed on the ship; is that
19 correct?
20 A. I believe so.
21 Q. At the time of construction that would
22 be the time when the equipment was installed
23 aboard the ship; is that correct?
24 A. I believe so.
25 Q. Would you have any knowledge of any of

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1 JOHN B. DeVRIES
2 the maintenance history of the ship or the
3 equipment aboard the ship prior to your
4 boarding in 1957?
5 A. No.
6 Q. Would you have any knowledge as to the
7 repair history of any of the equipment aboard
8 the ship prior to your boarding in 1957?
9 A. I do not have any such knowledge.
10 Q. Would you have any knowledge as to
11 whether any of the equipment aboard the USS
12 TURNER during the time period you boarded the
13 ship in 1957 was original to the ship when it
14 was constructed in 1945?
15 A. I have no knowledge.
16 Q. And would you have any knowledge as to
17 whether any components of any of the equipment
18 aboard the ship at the time that you served on
19 the ship were original to the equipment on the
20 ship?
21 A. I have no knowledge.
22 Q. If we were to talk about the engineering
23 compartments was the same work being performed
24 in each of the two engineering compartments?
25 A. Essentially the same.

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1 JOHN B. DeVRIES

2 Q. And what type of work is being performed
3 in the engineering compartments?

4 A. First of all, the engine rooms get steam
5 from the boiler rooms to turn turbines that
6 turn the ships through. There are a myriad of
7 pumps and auxiliaries that have to be
8 repaired, maintained, work -- that meant that
9 I spent a lot of time with the people who were
10 trying to maintain this equipment.

11 Q. Now, you mentioned boilers. Were the
12 boilers located in a separate room in the
13 engine rooms?

14 A. There were two boiler rooms, two boilers
15 in each room.

16 Q. Did your duties ever take you to the
17 boiler room?

18 A. Yes.

19 Q. You also mentioned turbines. Where were
20 the turbines located?

21 A. They were in the engine room.

22 Q. Where would the pumps be located?

23 A. All through the spaces.

24 Q. Do you recall any other equipment on
25 which repair or maintenance work was performed

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1 JOHN B. DeVRIES

2 other than boilers, turbines and pumps?

3 A. Electrical equipment.

4 Q. What type of electrical equipment?

5 A. Generators and switchboards.

6 Q. Aside from boilers, turbines, pumps,
7 generators and switchboards, do you recall any
8 other equipment on which maintenance or repair
9 work was performed?

10 A. In that ship and all ships at that time
11 the Engineering Department maintained
12 everything that operated except the
13 electronics and the armaments. That would
14 include things like standby diesel generators.

15 Q. Now, when you say except electronics and
16 armaments, you mentioned diesel generators, is
17 it your testimony that it was not your job to
18 oversee the maintenance and repair work on the
19 diesel generators?

20 A. No. Correct that. We were responsible
21 for everything including the diesel generator
22 which I mentioned only because they were not
23 in the engine rooms.

24 Q. Where were the diesel generators
25 located?

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1 JOHN B. DeVRIES
2 A. Now you're testing my memory.
3 Q. Do you recall where they were located?
4 A. I can't recall with certainty.
5 Q. Any other types of equipment that you
6 recall on which maintenance or repair work was
7 performed other than the boilers, the
8 turbines, the pumps, generators, switchboards
9 and diesel generators?
10 A. Well, there are other auxiliaries also,
11 but --
12 Q. What do you mean by other auxiliaries?
13 A. I believe we mentioned that the primary
14 power source -- power generators, electric
15 generators were steam driven. When I say
16 auxiliaries, I'm thinking of things like
17 condensate pumps, pumps that would cover a
18 multitude of sins.
19 Q. Any other types of equipment that you
20 recall maintenance or repair work being
21 performed on?
22 A. I don't recall any at the moment.
23 Q. Do you recall any types of equipment on
24 which maintenance or repair work was performed
25 in the fire rooms?

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1 JOHN B. DeVRIES
2 A. Yes.
3 Q. And what types of equipment do you
4 recall in the fire rooms?
5 A. Pumps, there was blowers.
6 Q. Any other types of equipment?
7 A. Steam traps. Again, I don't recall
8 sitting here.
9 Q. Let me ask you this. The USS TURNER,
10 you mentioned that that was a steam driven
11 ship; correct?
12 A. Correct.
13 Q. So there would have been steam lines
14 running throughout the ship; is that correct?
15 A. The steam lines for power were limited
16 to the boiler room serving an engine room. So
17 that meant two pairs.
18 Q. Would there also be pipe lines running
19 throughout the ship taking the heat and hot
20 water throughout the ship?
21 A. There would be hot water service, fresh
22 water service.
23 Q. I heard before people say that there are
24 miles and miles of pipe line aboard a ship.
25 MS. McGARRITY: Objection,

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1 JOHN B. DeVRIES
2 form.
3 THE WITNESS: There's piping
4 throughout the ship.
5 BY MR. STOKES:
6 Q. And is the majority of that piping
7 insulated to your recollection?
8 MS. McGARRITY: Objection,
9 form.
10 MR. REICH: You can answer
11 that.
12 THE WITNESS: Please repeat
13 it.
14 BY MR. STOKES:
15 Q. Is the majority of that piping on the
16 ship insulated?
17 MS. McGARRITY: Objection,
18 form.
19 THE WITNESS: Yes.
20 BY MR. STOKES:
21 Q. Do you recall instances when any work
22 was performed on the pipe insulation in your
23 vicinity?
24 A. There was work done on the pipe
25 insulation.

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1 JOHN B. DeVRIES
2 Q. And when the work was performed on the
3 pipe insulation was dust created?
4 MS. McGARRITY: Objection,
5 form.
6 THE WITNESS: Yes.
7 BY MR. STOKES:
8 Q. Did you breathe in that dust?
9 MS. McGARRITY: Objection.
10 THE WITNESS: Much of that
11 piping I didn't have to have responsibility
12 for, so I didn't see the dust from those,
13 those repairs like I did from the insulation
14 in the main engineering spaces.
15 BY MR. STOKES:
16 Q. In the main engineering spaces, I think
17 you said there were steam lines running
18 throughout those compartments; is that
19 correct?
20 A. The steam was conveyed to the turbine.
21 Q. And the steam lines in the engineering
22 compartments they were insulated; is that
23 correct?
24 MS. McGARRITY: Objection,
25 form.

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Page 76

1 JOHN B. DeVRIES
2 THE WITNESS: Certainly, but
3 they were short.
4 BY MR. STOKES:
5 Q. Do you recall instances when work was
6 performed on the insulation on those steam
7 lines?
8 MS. McGARRITY: Objection.
9 THE WITNESS: I don't recall,
10 but --
11 BY MR. STOKES:
12 Q. What work, if any, do you recall being
13 performed on the boilers?
14 A. I can't answer the question because
15 there was a lot of different work done on the
16 boilers a lot of different times by different
17 organizations.
18 Q. What type of work do you recall being
19 performed in your vicinity?
20 A. Some of the boilers had to be opened up,
21 tubes cleaned. The slag between the tubes had
22 to be cut out.
23 Q. Do you know if any of the work on the
24 boilers involved the use of asbestos-
25 containing materials?

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Page 77

1 JOHN B. DeVRIES
2 A. Insulation. And when it was removed it
3 was dusty.
4 Q. And when you say insulation, is this
5 exterior insulation on the boilers?
6 A. Yes.
7 Q. Whose job was it to perform the
8 maintenance or repair work on the boilers?
9 A. If it was done by ship's company,
10 sometimes if it was done by a Navy Yard or a
11 destroyer tender sometimes. In all cases I
12 had to be present and involved in it.
13 Q. Do you recall or do you know who
14 manufactured any of the boilers aboard the USS
15 TURNER?
16 A. I remember they were Babcock and Wilcox
17 express boilers, 600 pound steam.
18 Q. Do you recall any writing on any of that
19 exterior insulation?
20 A. I saw no writing on the exterior
21 insulation.
22 Q. Based on that would you know who
23 manufactured any of the insulation on the
24 boilers?
25 A. I have -- no.

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Page 78

1 JOHN B. DeVRIES

2 Q. By looking at that insulation is there
3 any way for you to testify today that that
4 insulation in fact did contain asbestos?

5 A. I have no -- say the question again so I
6 say it -- answer it right.

7 Q. Is there any way for you to testify
8 today that that insulation did in fact contain
9 asbestos?

10 MS. McGARRITY: Objection,
11 form.

12 THE WITNESS: No.

13 BY MR. STOKES:

14 Q. Do you associate asbestos with any other
15 materials through work on the boilers?

16 MR. REICH: Objection to the
17 form. I don't quite understand the way it's
18 worded.

19 BY MR. STOKES:

20 Q. You told us about the insulation. Do
21 you associate asbestos with any other products
22 through work on the boilers?

23 A. Work on the boilers involved the
24 blowers, involved pumps. All of these had
25 insulation.

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Page 79

1 JOHN B. DeVRIES

2 Q. And what do you mean when you say the
3 leads?

4 A. I said all of these.

5 Q. All of these. I'm sorry. Do you recall
6 any work being performed in your vicinity on
7 any of the turbines?

8 A. Yes.

9 Q. And what work was performed on the
10 turbines in your vicinity?

11 A. I can't answer what was done when, but
12 the turbines were opened up to check thrust
13 bearings. They were opened up to check the --
14 actually not the turbines, but the reduction
15 gears were opened up to check the gears. And
16 in at least one case I very -- I can remember
17 very well we had to replace a part.

18 Q. Do you recall what part was replaced on
19 the turbine?

20 A. I don't recall the part, but we were in
21 Monte Carlo at holiday time and I couldn't
22 leave the ship when the turbine was opened.
23 The part was replaced by having a cruiser, I
24 believe, up the coast machine a new part for
25 us.

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1 JOHN B. DeVRIES

2 Q. Whose job was it to perform work on the
3 turbines?

4 A. Well, it would be a machinist mate's
5 job, but, believe me, I was on top of whoever
6 did the work. That was the -- that was
7 necessary.

8 Q. Do you know if any of the work on the
9 turbines involved the use of asbestos-
10 containing products?

11 A. The turbines were insulated.

12 Q. And, again, is this the exterior
13 insulation?

14 A. This was exterior insulation.

15 Q. Do you recall any writing on that
16 insulation?

17 A. None.

18 Q. Do you know who manufactured any of the
19 insulation?

20 A. I do not.

21 Q. And as you sit here today, do you have
22 any personal knowledge that that exterior
23 insulation did in fact contain asbestos?

24 A. I have no knowledge that it contained
25 asbestos.

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1 JOHN B. DeVRIES

2 Q. Do you know who manufactured any of the
3 turbines aboard the USS TURNER?

4 A. General Electric.

5 THE VIDEOTAPE OPERATOR:

6 Excuse me, counselor. There's five minutes
7 left on the video.

8 MR. STOKES: Thank you.

9 BY MR. STOKES:

10 Q. Do you recall if any maintenance or
11 repair work was performed in your vicinity
12 around any of the steam -- steam generators?

13 A. What do you mean by steam generators?

14 Q. I believe you testified that there were
15 steam generators aboard the ship?

16 A. Well, that's a boiler.

17 Q. Okay. So a boiler and a steam generator
18 are the same thing?

19 A. I don't remember where steam generator
20 came into our conversation.

21 Q. Okay. I'm sorry. Maybe I misheard you.
22 In any event, the boilers you testified they
23 were all manufactured by Babcock and Wilcox;
24 correct?

25 A. Correct.

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Page 82

1 JOHN B. DeVRIES
2 MR. REICH: Perhaps he was
3 talking about the electrical generators --
4 MR. STOKES: Okay.
5 MR. REICH: -- when he was
6 talking.
7 BY MR. STOKES:
8 Q. Do you know if any repair or maintenance
9 work was performed on the electrical
10 generators in your vicinity?
11 A. Yes.
12 Q. And what type of work was performed on
13 the electrical generators?
14 A. The steam -- the steam ends had to be
15 repacked. The electrical ends had to have
16 parts replaced.
17 Q. Where was the repacking work performed
18 on the generator?
19 A. It was either on the ship or in a Navy
20 Yard it might have been removed.
21 Q. Where specifically, though, on the
22 generator does the repacking work take place?
23 A. Wherever there's a possibility of a
24 leak, I guess.
25 Q. Do you recall any other work aside from

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Page 83

1 JOHN B. DeVRIES
2 the repacking of the generators?
3 A. And replacement of electrical parts.
4 Q. Do you know if your supervision of the
5 work performed on the electrical generators
6 involved the use of any asbestos-containing
7 products?
8 A. I believe, I know that the insulating
9 materials in the electrical end was a, I
10 guess, a phenolic resin reinforced with
11 asbestos.
12 THE VIDEOTAPE OPERATOR: The
13 time is 11:49. We're going off the video
14 record. This concludes disc number one.
15 MR. STOKES: We just have to
16 switch the tapes.
17 THE VIDEOTAPE OPERATOR: The
18 time is 11:51. We are back on the video
19 record. This begins disc two of the discovery
20 deposition of John B. DeVries.
21 BY MR. STOKES:
22 Q. Mr. DeVries, when we just left off there
23 you mentioned insulation and phenolic resin
24 associated with the electrical generators. Do
25 you recall that testimony?

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1 JOHN B. DeVRIES
2 A. Yes.
3 **Q.** The insulation, is this again the
4 exterior insulation?
5 A. The insulation is both the insulation on
6 the electrical parts and the exterior
7 insulation on the steam end.
8 **Q.** The exterior insulation on the steam
9 end, do you recall any writing on that
10 product?
11 A. No.
12 **Q.** Do you know who manufactured any of the
13 exterior insulation on the steam end?
14 A. No.
15 **Q.** Do you have any personal knowledge that
16 any of the exterior insulation on the steam
17 end contained asbestos?
18 A. No.
19 **Q.** Where was the phenolic resin located in
20 association with the electrical equipment?
21 A. As part of the electrical equipment as
22 the insulator.
23 **Q.** And earlier you mentioned switchboards
24 as an electrical product?
25 A. Yes, sir.

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1 JOHN B. DeVRIES
2 **Q.** Is that the electrical equipment we're
3 talking about right now?
4 A. No.
5 **Q.** Okay. What types of electrical
6 equipment are you speaking of in relation to
7 the electrical generators?
8 A. I'm speaking of the generating portion,
9 the electric generating portion of the
10 generator.
11 **Q.** Do you know the names of any of the
12 electrical components associated with that
13 electrical system?
14 A. No.
15 **Q.** Do you recall any writing on the
16 phenolic resin for any of this electrical
17 equipment?
18 A. No.
19 **Q.** Do you know who manufactured any of the
20 phenolic resin for the electrical equipment?
21 A. No.
22 **Q.** Do you have any personal knowledge that
23 any of the phenolic resin did in fact contain
24 asbestos?
25 A. No, other than it is general -- it was

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1 JOHN B. DeVRIES
2 generally known at the time that these resins
3 whether phenolic or phenolic -- well, these
4 resins were reinforced with asbestos.
5 Q. Where did you gain that knowledge?
6 A. Textbooks.
7 Q. When did you read those textbooks?
8 A. Well, I guess at Cornell.
9 Q. Do you know if any testing was ever
10 performed on the phenolic resins associated
11 with these specific generators?
12 A. I do not.
13 Q. Aside from what you read in the
14 textbooks, do you know if these specific
15 resins associated with these generators did in
16 fact contain asbestos?
17 A. Please say again.
18 Q. Aside from what you have read in those
19 textbooks years prior, do you know for a fact
20 that these phenolic resins associated with the
21 generators on the USS TURNER did contain
22 asbestos?
23 A. No.
24 Q. Was any work performed with these
25 phenolic resins aboard the ship?

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1 JOHN B. DeVRIES
2 A. On parts or replaced, they had to be
3 disassembled since usually they were burned,
4 scraped out and a new part put in.
5 Q. Would you have any knowledge as to when
6 the phenolic resins that were removed during
7 your time period at the ship were actually
8 installed on the ship?
9 A. No.
10 Q. And you wouldn't know who had installed
11 those phenolic resins; is that correct?
12 A. That is correct.
13 Q. And you wouldn't know if those phenolic
14 resins were original to the electrical
15 equipment; is that correct?
16 A. That is correct.
17 Q. Do you recall the manufacturer or
18 manufacturers of any of the electrical
19 generators aboard the ship?
20 A. I am uncertain.
21 Q. Do you recall --
22 MR. REICH: Would it help you
23 to look at your -- the caption to your
24 Complaint?
25 THE WITNESS: Well, it might.

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Page 88

1 JOHN B. DeVRIES
2 The manufacturers of those generators were GE
3 or Westinghouse.

4 MR. KATTNER: Objection.
5 BY MR. STOKES:

6 Q. Do you know the manufacturer or
7 manufacturers of any of the electrical
8 equipment associated with these generators?

9 A. Other than they came as a package.

10 Q. And when you say came as a package, you
11 are talking about came as a package with the
12 generators?

13 A. The generating unit was a package.

14 Q. And would those be the same
15 manufacturers you have just mentioned for the
16 generators?

17 A. I believe so.

18 MR. KATTNER: Same objection.

19 BY MR. STOKES:

20 Q. Do you recall any repair or maintenance
21 work being performed in your vicinity on any
22 of the diesel generators?

23 A. I -- no.

24 Q. Now, one of the products you mentioned
25 were pumps. There were various pumps aboard

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Page 89

1 JOHN B. DeVRIES
2 the ship; is that correct?
3 A. Numerous, numerous pumps.
4 Q. Can you estimate the total number of
5 pumps aboard the ship?
6 A. No.
7 Q. There were various applications for
8 these pumps; is that correct?
9 A. Yes.
10 Q. Various sizes of these pumps; is that
11 correct?
12 A. Yes.
13 Q. Pumps would be used on hot applications;
14 is that right?
15 A. Yes.
16 Q. And they would also be used on cold
17 applications?
18 A. Yes.
19 Q. There would be pumps that were used on
20 the steam end of the ship; is that right?
21 A. Yes.
22 Q. As well as on the water end of the ship;
23 is that correct?
24 A. Yes.
25 Q. You'd also have pumps for such things as

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Page 120

1 JOHN B. DeVRIES
2 You just prefer it that way so that he doesn't
3 remember to come back to those areas. But go
4 ahead. You can ask your question.
5 BY MR. STOKES:
6 Q. Did you ever wear any respirators or
7 breathing protection aboard the USS TURNER?
8 A. Never.
9 Q. Were any respirators or breathing
10 protection supplied or available for you
11 aboard the USS TURNER?
12 A. Not to my knowledge.
13 Q. Were crew members permitted to smoke
14 cigarettes aboard the USS TURNER?
15 A. Yes.
16 Q. Did crew members smoke cigarettes aboard
17 the USS TURNER?
18 A. When the smoking lamp was lit, yes.
19 Q. How often was the smoking lamp lit?
20 A. I do not know. Do not remember. I
21 don't smoke, didn't smoke, so it mattered --
22 Q. When you were working in these
23 engineering compartments and fire rooms, were
24 there other workers who were smoking
25 cigarettes in your vicinity?

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Page 121

1 JOHN B. DeVRIES
2 A. I don't remember.
3 Q. Were you ever present while others
4 smoked cigarettes in your vicinity aboard the
5 USS TURNER?
6 A. Yes.
7 Q. Would that happen on a daily basis?
8 A. I don't remember.
9 Q. What other duties did you have aboard
10 the USS TURNER aside from supervision in the
11 engineering compartments?
12 A. Other than being the engineer officer or
13 main propulsion assistant, I had one other
14 duty. I was the crew's favorite defense
15 counsel in court, you know, minor
16 court-martials.
17 Q. How often did you perform those duties?
18 A. Too frequently is the right answer. I
19 don't recollect how many times.
20 Q. Would that take you away from your usual
21 duties of supervision in the engineering
22 spaces?
23 A. No significant.
24 Q. Sir, have we now discussed all of the
25 products and all of the manufacturers that you

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Page 152

1 JOHN B. DeVRIES
2 BY MR. STOKES:
3 Q. Mr. DeVries, we're on the second page of
4 Exhibit 1 here. It looks like the next entity
5 where you have your initials noted is Aurora
6 Pump. Do you see that?
7 A. I see it.
8 Q. Why did you place your initials next to
9 Aurora Pump?
10 A. I recognize the name Aurora.
11 Q. And do you know if you worked with or
12 around any products that were manufactured by
13 Aurora?
14 A. I cannot say that any Aurora pumps were
15 on the TURNER.
16 Q. The next one here is Bell &
17 Gossett/Domestic Pump. Why did you place your
18 initials next to the name?
19 A. Again, I have seen Bell & Gossett pumps
20 many places in my life and I recognize the
21 name. And, again, I can't say whether any of
22 these pumps were on the TURNER.
23 Q. Moving on here we have Buffalo Pumps,
24 Inc. Why did you place your initials next to
25 that name?

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Page 153

1 JOHN B. DeVRIES
2 A. Because they had a lot of pumps on the
3 TURNER.
4 Q. Okay. We can flip to the next page
5 here.
6 MR. REICH: That's all you are
7 going to do, just to see if he knows?
8 MR. STOKES: I'll let somebody
9 else follow up on that.
10 MR. REICH: Okay.
11 BY MR. STOKES:
12 Q. And you have your initials -- I'm not
13 sure which entity it's next to. Do you see
14 your initials at the top of the page?
15 A. Westinghouse.
16 Q. Okay. Westinghouse. I think you
17 already mentioned Westinghouse earlier today?
18 A. I've mentioned Westinghouse earlier.
19 Q. Moving down, we have here
20 Cleaver-Brooks, Inc., A Division of Aqua-Chem.
21 Why did you place your initials next to that
22 name?
23 A. They have made auxiliary boilers.
24 Q. Do you know if you ever worked with or
25 around any auxiliary boilers by Cleaver-Brooks

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1 JOHN B. DeVRIES
2 or Aqua-Chem?
3 A. I cannot say that Cleaver-Brooks had
4 anything on the TURNER.
5 Q. And do you know if you worked with or
6 around any Cleaver-Brooks auxiliary boiler at
7 any point in your life?
8 A. I've seen them, not worked around them.
9 Q. Do you know if -- strike that. Based on
10 that, would it be safe to say that you have no
11 testimony that you were ever in the vicinity
12 of work performed on any asbestos-containing
13 component associated with the Cleaver-Brooks
14 boiler? Would that be correct?
15 A. Yes.
16 Q. Moving onto the next page, we have
17 Foster Wheeler. Why did you place your
18 initials next to that name?
19 A. I believe Foster Wheeler produced the
20 condensers used on the TURNER.
21 Q. Moving down we have General Electric
22 Company. And I believe you already mentioned
23 GE?
24 A. I have mentioned GE.
25 Q. We can flip the page and actually we can

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1 JOHN B. DeVRIES
2 skip the next page and go to the last page
3 here. And it looks like the first name you
4 have your initials next to is Weil-McLain. Do
5 you see that?
6 A. Well, really it's Warren Pumps, Warren
7 Pumps. I was doing this on my lap and it
8 floated around a bit. And, yes, Warren had a
9 bunch of pumps on the TURNER.
10 Q. So you don't associate Weil-McLain with
11 any products; is that correct?
12 MR. REICH: Well, wait a
13 minute. He's just answering about Warren
14 Pumps which came above Weil-McLain. So he
15 hadn't gotten to the Weil-McLain yet. So it's
16 not fair of you to ask it that way.
17 MR. TURLIK: I'm going to
18 object. And, Alan, you have to speak into the
19 mike when you do it.
20 MR. REICH: Okay. I keep
21 forgetting that the microphone I have is only
22 for the video. I don't have a microphone in
23 front of me.
24 BY MR. STOKES:
25 Q. Mr. DeVries, you testified that your

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Plaintiffs,

v.

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Corporation, f/k/a Westinghouse Electric
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AMTICO
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PHILADELPHIA COURT
OF COMMON PLEAS - CIVIL

APRIL TERM, 2011
No. 1334

Asbestos Case

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Defendants.

NOTICE OF NOTICE OF REMOVAL

TO: Plaintiffs, John B. DeVries and Roberta G. DeVries, by and through their attorney of record:

Please take notice that the above-captioned civil action, in which you are named as plaintiff, brought in the Philadelphia Court of Common Pleas, has been removed from

that Court to the United States District Court for the Eastern District of Pennsylvania, effective today, on the date below. On this day a Notice of Removal, a copy of which (without exhibits) is attached, was filed with the clerk of the United States District Court, and a copy of that Notice of Removal has been filed with the clerk of the state court, effecting removal pursuant to 28 U.S.C. § 1446.

Respectfully submitted,

Dated: January 25, 2013

/s/ John P. McShea
John P. McShea
Conrad O. Kattner
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*Attorneys for Defendants,
General Electric Company and
CBS Corporation, successor to
Westinghouse Electric Corporation*

CERTIFICATE OF SERVICE

I hereby certify that a true and correct copy of the foregoing instrument has been forwarded on the date below to all known counsel of record by electronic filing with the Philadelphia Court of Common Pleas, including:

Robert E. Paul, Esq.
PAUL, REICH & MYERS, P.C.
1608 Walnut Street, Suite 500
Philadelphia, PA 19103

Counsel for Plaintiffs

And

All Known Defense Counsel

Dated: January 25, 2013

/s/ John P. McShea

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CERTIFICATE OF SERVICE

I hereby certify that on this 25th day of January 2013, a true and correct copy of the foregoing instrument has been forwarded to plaintiffs' counsel, *via e-mail and e-filing*, and to all known counsel of record, *via e-filing*, in compliance with the Pennsylvania Rules of Civil Procedure:

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Via E-Filing

All Known Defense Counsel

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John P. McShea